

clusion must tend to greatly decrease the interest of the match, the title of which is misleading. It should be a N.S.W. eleven v. Rest of Australia. In the event of Gregory or Kelly making big scores against their own State it is difficult to see where the credit to the other States comes in.

The chief attraction of the English summer of 1907 will be the visit of the South Africans, who since their tour in 1904 have managed to defeat the M.C.C. English team in four out of the five Test matches arranged there. This and the record of the last trip in this country (says the "Sportsman") have caused their claims to be thoroughly recognised, and though their drawing power may not be equal to that of the Australians, it has been decided to place them on practically an equality, and to arrange three Test matches, to be carried out on similar lines and under the direction of the Board of Control.

There is a chance of an Indian eleven playing in England this year, with Rangitsinhji as their captain. New Zealand has also been invited to send a team.

On Saturday at Christchurch the first grade cricket competitions were continued. The weather was fine and the wickets good. The results of the matches were as follows:—West Christchurch beat Sydenham by 93 runs in the first innings. West Christchurch, first innings, 301 (C. F. D. Cook 67, W. Reese 58). Sydenham, first innings, 208; second, 19 for five wickets. Riccarton beat Linwood by four runs on the first innings. Linwood, first innings, 367; Riccarton, first innings, 371 (K. S. Williams 61, E. T. Harper 182, W. A. Humphreys 57 not out). St. Albans beat East Christchurch by 85 runs. St. Albans, first innings, 264; second, 311 for six wickets (J. S. Barrett 71, B. B. Wood 150). East Christchurch, first innings, 179 (H. D. Goldsmith 79).

The return match between the M.C.C. Eleven and Otago resulted in the easy defeat of the latter. Going in first on a splendid wicket the visitors ran up 496, the highest score of the tour. Otago replied with 257, and accordingly had to follow on, when they could do not better than 144, thus losing a one-sided match by an innings and 95 runs.

It is bad news that Hemus will be unable to play in the test matches against the Englishmen, as he was expected to do particularly well.

CYCLING AND MOTOR NOTES.

The well-known Auckland motorist, Mr. George Henning, recently visited London on a business tour. Mr. Henning travelled via the United States, spending a week in New York en route. He visited the Olympia and Stanley motor shows during his stay in London, and has secured the agency for Daimler cars in New Zealand. By the Tokomaru Mr. Henning shipped six cars to Auckland, including a 40 h.p. six-cylinder Napier, a 24-h.p. Argyll, a 26-30 h.p. Sims, two 16-20 h.p. Humbers, and one French car—a De Dion. He expects to land five 28-36 h.p. Daimlers in the colony in June next. His observations at the Olympia show convinced him that English cars are just as good as, if not better than, those of foreign make. He has been disappointed, however, in not being able to find a car specially suited to the New Zealand roads. Those he has seen have been either too low or not wide enough between the wheels. He is therefore getting three cars built to his own specifications.

Despite the active—I might say frantic—pushing which the long crank has had from its exponents (remarks a writer in "Cycling," the English publication devoted to wheeling), the cycle public has not been convinced of its universal advantages. The fact is that while the long crank may suit a number—conceivably a large number—of riders, it most decidedly does not suit the majority, any more than a universal frame length would. In fact, all the tendency is for the adoption of a lower saddle position than is common, a shorter frame, and shorter cranks.

A puncture-finder of an entirely novel type has recently been introduced by a Home firm. It consists of a brass cylinder, which can be screwed on to the pump connection. At the other end of the cylinder a lighted fusee (of a special make) is inserted, and the smoke is blown through into the tyre and out of the puncture. A small metal vessel fitted with cold water is supplied to the place in the cylinder before introducing the fusee, so that the smoke is

cooled before entering the tyre. The device attracted a great deal of attention at the late Stanley Show in London.

On cars fitted with pressure-fed carburetors some difficulty may occasionally be experienced with leaks in the pressure-pipes, and it is no easy matter to locate these. The trouble is sometimes caused by dirt getting under the check-valve (points out "Fortis"), which controls the amount of exhaust pressure in the petrol-tank. Particulates of carbon get under this and prevent it from seating. It is good practice to take out this valve every few hundred miles and clean it thoroughly. At times the connections along the pressure-pipe will work loose and cause a leak, or a pin-hole will appear in the pipe at some point along its length. The best and easiest way to locate these leaks is to pump up 2lb or more of pressure, and then move along the line with soapsuds, covering the pipe at its joints, and over its entire length. The leak, if any, will betray its presence by forming bubbles, and when so located, may be easily repaired. The needle-valve in the float-chamber of the carburetor may occasionally become slightly leaky through the roughing of the conical valve surfaces, due to constant vibration, or on account of small, foreign particles lodging therein. The leakage may not be sufficient to cause any loss of petrol or flooding of the vaporising chamber while the engine is running, but may be sufficient in amount to lead to a constant slow dripping while the engine is stopped. As it is the practice of many motorists not to shut off when the car is left standing, there may be an escape of fuel in this manner amounting in time to a very considerable quantity. The petrol will usually evaporate from the floor or be absorbed by the road without forming any noticeable puddle, and unless the carburetor be very closely watched, the leak may continue undetected for a long time. The greatest supply of "spares" that forethought, based upon experience, can suggest, will sometimes not suffice to save a delay, but it goes without saying that the driver whose car is well provided in this respect is far better off in the majority of instances than the motorist who trusts to luck

to get to the end of his journey. Above all things, a supply of nuts and bolts of the sizes employed on the car should not be overlooked. Despite the most painstaking precaution on the part of the manufacturer to pin and lock every nut on the vehicle before it leaves the factory, there will be occasions when one or the other is missed, and few things are so trying as an attempt to secure duplicates of bolts or nuts of special types and sizes at out-of-the-way places. Even if the motorist carries nothing else, a liberal provision of these small essentials will often be the means of averting a deal of annoyance, as well as a waste of time.

The trans-Continental cyclist, Francis Birtles, who was endeavouring to ride from Perth, via the goldfields, through to Alice Springs, in the centre of Australia, has, after insurmountable hardships, been compelled to return to Laverton. After leaving Laverton, Birtles struck due east into the Victorian Desert, and endeavoured to get through to the nearest known water, 56 miles distant. He failed in the attempt, the country being found impassable, and after being away four days, during which period he cycled or pushed his machine 107 miles, Birtles was compelled to return to Laverton again.

Motor racing is to be properly organised as a sport in England by a new body under the title of the Brooklands Automobile Racing Club, whose programme has received the approval of the Automobile Club of G.B. and I., the leading motor body in England. The programme announces twelve meetings during 1907, and there is quite a horsey ring about the first meeting given by the adoption of turf style in setting out the conditions regarding entrance for the events. The first meeting is to be held on May 18 next on the special motor track, which is rapidly approaching completion. It will be interesting to see whether this attempt to make a sport of automobile racing will prove a success, but the matter is being approached in very earnest fashion, and a strong bid will be made for popularity. The prizes offered range from 300sovs. to 2100sovs, and there is a very strong committee in point of rank, wealth and influence.

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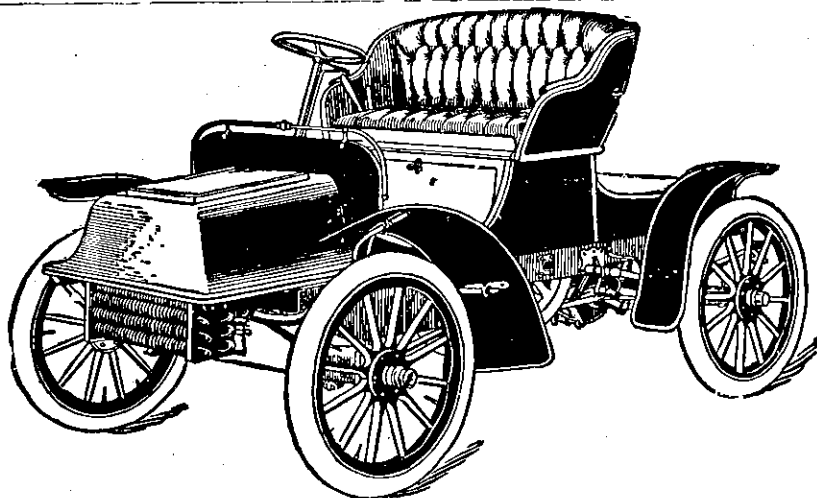
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BILLIARDS.

(By "Pyramid.")

[The writer of this column will be glad to answer any questions on the game.]

WHERE TO PLAY BILLIARDS.

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DARTON, MCGILL AND CO., Billiard Table Manufacturers (Gold Medalists), 422 Queen-street, Auckland. Requisites always in stock.

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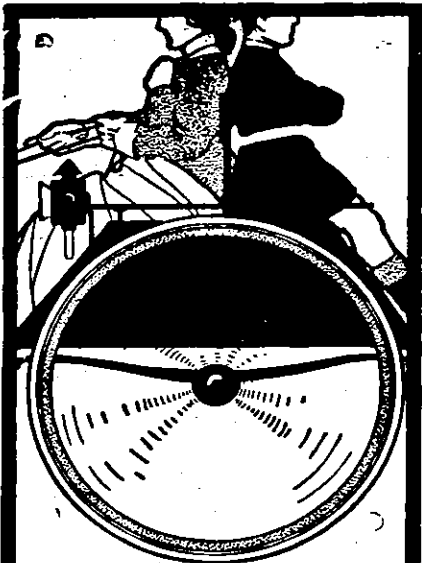
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COFFEE PALACE BILLIARD SALOON (close to McMahon's Hotel), Whangarei. Two Fine Tables; nicely-furnished room, where visitors can have a quiet game with best attention.—S. CALKIN, Proprietor.

H. W. Stevenson, the famous cueist, writing to Mr. Boyle, of Sydney, states that he will be in Sydney on April 23, where his family remain while he will make a tour of this colony. He is due in Auckland on May 1, and will then go to Napier, Hastings, Pahiatua, Masterton, to Wellington. Next Christchurch and Dunedin will be visited, and Stevenson will then return to Wellington en route for Sydney. We shall thus soon have an opportunity of seeing this great player whose recent form has bordered on the mar-

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